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HOLDING UP A GERMAN INFANTRY ADVANCE IN MASS FORMATION: A FRENCH MACHINE-GUN POST IN ACTION.

There must have been many such scenes as this during the great battle which opened in the early hours of July 15, when the Germans began a fresh offensive against the Allied front east and west of Rheims. In the foreground a French machine-gun crew are using their weapon with deadly effect on a body of German infantry, seen in the distance advancing over open ground in mass formation. The illustration may be taken

as typical of the way in which our gallant French and American Allies sustained the shock of the enemy's first onset, with such encouraging results. West of Rheims the Germans crossed the Marne at some points, but the Americans, by a brilliant counter-attack, drove them back and took 1000 prisoners. "East of Rheims," said a French communiqué of July 15, "the enemy attack came up against an impregnable defence."

DRAWN BY GEORGES SCOTT, FROM A SKETCH BY AN EYE-WITNESS. (COPYRIGHTED IN THE UNITED STATES AND CANADA.)

THE WAR BY LAND AND SEA: ZOUAVES; A SUBMARINE INCIDENT; AMERICAN AND BRITISH TROOPS IN FRANCE.

PHOTOGRAPHS SUPPLIED BY L.N.A. AND TOPICAL; AND BRITISH AND AMERICAN OFFICIAL.



ZOUAVES IN WESTMINSTER CATHEDRAL: A GUARD OF HONOUR BY THE CATAFALQUE AT THE REQUIEM MASS.



WITH AN ANIMAL MASCOT ON THE NEAREST MACHINE: A DISTINGUISHED R.A.F. SCOUTING SQUADRON IN FRANCE, LINED UP.



SHELLED BY A SUBMARINE WHICH DID A BRITISH PASSENGER-SHIP DAMAGED.



NOT RETURN TO KEEP AN APPOINTMENT: SHIP DAMAGED.



WORKING A LEWIS GUN DURING A GAS-ATTACK: MASKED BRITISH MACHINE-GUNNERS ON OUR FRONT IN FRANCE.



UNITED STATES TROOPS WHO HAVE FOUGHT SPLENDIDLY ON THE MARNE: CIGARETTES AND CHOCOLATE FROM



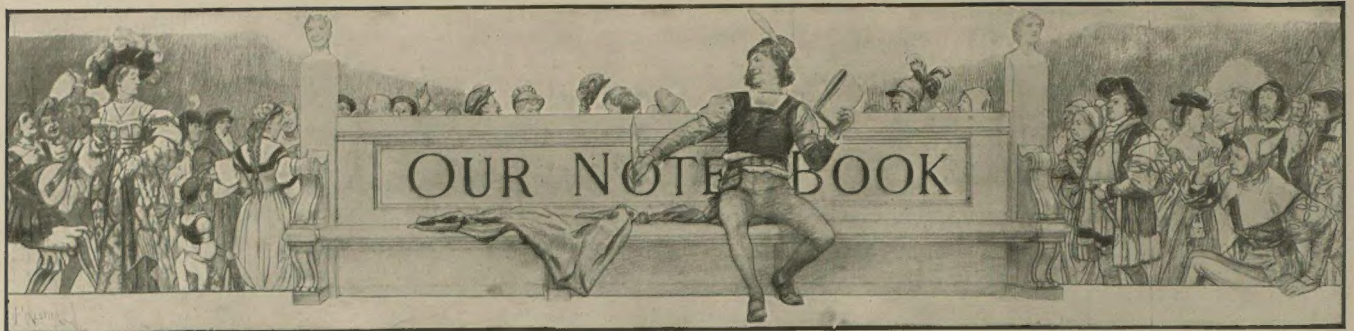
AMERICAN SOLDIERS ON THEIR WAY TO CHATEAU-THIERRY, RECEIVING THE AMERICAN RED CROSS.



PREPARING OBSTACLES FOR A GERMAN ADVANCE: A BRITISH SOLDIER WIRING A DITCH ON THE WESTERN FRONT.

In the new battle on the Marne which began with the fresh German offensive early on July 15, the American troops again fought magnificently. Their first official report of that date said: "East of Chateau-Thierry, where the enemy succeeded this morning in crossing the Marne on our front and gaining some ground, our troops counter-attacked and drove the enemy back through the Marne, taking 500 prisoners." A later American communiqué of the same day contained even better news. "Our troops at the river bend," it stated, "now command the river in front of them, so that the enemy's plan here has been completely upset. On our left of the bend a famous German division has made repeated attempts all day to cross, but all the assaults have been withered under our fire, and not a single German has crossed here to this hour. Our prisoners in the river-bend counter-attack now number somewhere between 100

and 1500, including one complete enemy brigade staff. Fighting has continued with fierce intensity in this district."—The middle photograph at the top shows the effect of gun-fire from 5.5-inch guns of a German submarine on a British passenger-ship. The story told regarding the incident is that, while the submarine was shelling the town of Monrovia, the commander received news of the British ship's approach, and sent a message to the town authorities that he was just going to sink her, but that he would return. The submarine, however, did not return.—A solemn Mass of Requiem for French soldiers and sailors fallen in the war was held in Westminster Cathedral on July 12, in connection with the celebration of "France's Day." The Zouave Band played before and after the service, and furnished a guard of honour for the symbolic catafalque.



By G. K. CHESTERTON.

THERE is only one really dangerous way of making a mountain out of a mole-hill. It is the danger of a man being so excited about a molehill that he forgets he is on a mountain. Many of our intellectual mountaineers just now seem to have forgotten they are on a mountain—

the less quite unreal, to say that the simian lesson, like all other lessons, is less assimilated by some pupils than by others, and by some is probably not assimilated at all. The tremendous fact is that it should be taught at all; that there should be such a school on such a scale; that it should produce such scholars in such numbers. That is what is really missed in remarks like those of Professor Raleigh; he cannot see the mountain for the molehills. The same is true of his reference to chivalry in us or our enemies. The main fact is that this is a fight for chivalry, and therefore it is not a chivalrous fight. That is to say, it is not a fight in which both sides are chivalrous. If both sides were chivalrous, one side could not be fighting to save chivalry. The Professor is taking a thing like the war of Arthur against the heathen in Lyonesse, and treating it as if it were a tournament at Camelot. The Round Table may or may not have kept its own rules when fighting the heathen; but nobody supposes that the heathen kept those particular rules when fighting the Round Table. And there were no more tournaments at Camelot when the battle had been lost at Lyonesse.

waste; when his worship has passed into history and remains only as a riddle of humanity—then indeed it may be well worth while to analyse the mixed motives, to reconstruct in romance or criticism the inconsistencies of cruelty and kindness. But Moloch is not fallen; Moloch is in his high place, and his furnaces consume mankind; his armies overrun the earth, and his ships threaten our own island. The question on the lips of any living man is not whether some who burn their children may nevertheless love their children; it is whether those who burn their children shall conquer those who don't. The parallel is practically quite justifiable; what we are fighting has all the regularity of a horrible religion. We are not at war with regrettable incidents or sad exceptions, but with a system like the system of sacrificing babies; a system of drowning neutrals, a system of enslaving civilians, a system of attacking hospital services, a system of exterminating chivalry. We do not say there are no exceptions; on the contrary, we say there are exceptions: it is our whole point that they are exceptions. But it is an almost creepy kind of frivolity that we should be speculating on the good exceptions at a moment when we ourselves are in peril of falling under the evil rule. Even as I write these words the great



THE ALLIED ADVANCE IN ALBANIA: WHERE THE ITALIANS RECENTLY TOOK 1830 AND THE FRENCH 470 PRISONERS. The Italians occupied Berat on July 11. The French advanced in the valleys of the Devoli and the Tomoritsa.

not to say a volcano. They are very much occupied with molehills. The enormous earthquake fact of the Great War, which has lifted them to amazing heights, amid amazing perils, seems to escape them by its enormity.

There is no better representative of the type I mean than Sir Walter Raleigh, the brilliant Professor of English Literature, who was recently rebuked in the papers for unpatriotic conduct when he suggested that it would be more chivalrous to give some of our enemies credit for chivalry, and not to talk of them as apes. Now Professor Raleigh is certainly not unpatriotic; he is only certainly and entirely wrong. He is wrong on the great and mystical question of the difference between mountains and molehills. In other words, he is wrong on the question of proportion. It is wrong to talk of our enemies as apes, because if they were apes they would be entirely blameless. But it is not wrong to say that they are drilled to perform as apes; and the spectacle of a whole society of modern men agreeing to be apes is something which, to begin with, rightly arrests and rivets the attention, like the sight of a crowd of men nesting in trees or eating grass on all-fours. When there is a danger that the performing apes may positively conquer the practising human beings, the first and last fact to be emphasised is the atrocity of such an anti-climax in the story of the earth. It is not untrue, but it is none

about the normality of the few, and not to be amazed at the abnormality of the many.

It would be easy to take a working parallel to show what I mean. Suppose we were at war, like the Children of Israel, with a Phœnician State vowed to the worship of Moloch, and practising infanticide by flinging babies into the fire. If we used strong words about smiting such enemies hip and thigh, I think it would be unreasonable in essence, though it might sound reasonable in form, for some sage to say to us: "Are there no good Phœnicians? Do not Phœnician widows mourn for their warriors? Is it probable that even Phœnician mothers are born without any motherly instincts?" The answer is that all this misses the main fact; which is a very extraordinary fact. The wonder is not that some Phœnician mothers love their babies, but that most Phœnician mothers burn their babies. That some mothers revolt against it is most probable; that many mothers have many feelings urging them to revolt against it is almost certain. But Moloch is stronger than the mothers—that is the prodigious fact for the spectator, and the practical menace for the world. When Moloch's image is fallen, and his fane laid



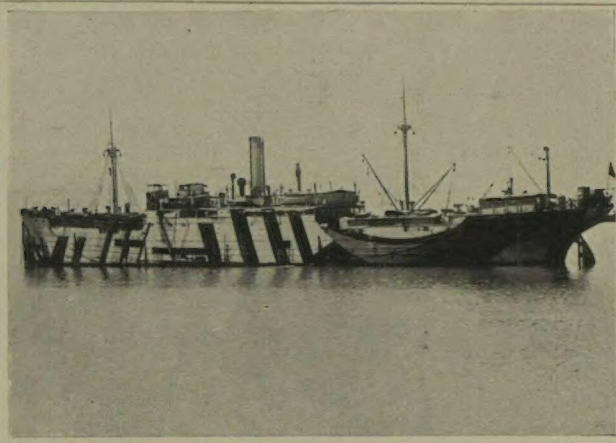
THE ALLIED LANDING ON THE MURMAN COAST: THE MURMAN RAILWAY AND ITS ARCTIC TERMINUS.

An Allied force, including British troops, recently landed on the Murman coast, to prevent the Germans from seizing the ports for use as submarine bases.

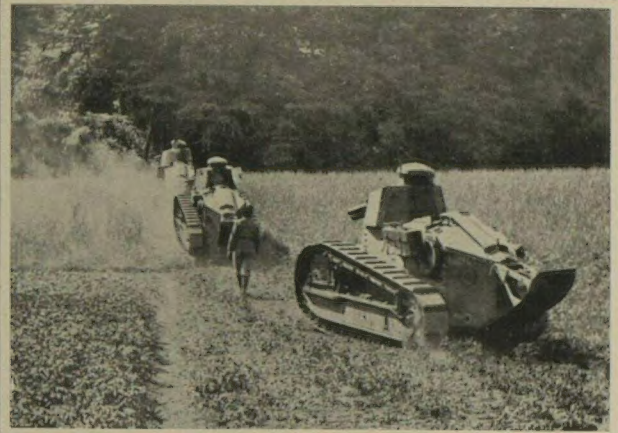
blow of war may have fallen in the West, and no man knows what will follow. But every man should know what is at stake, and not waste his wits on lesser things. What is at stake is not whether the old code of Christendom still survives in this or that German; but whether it is going to survive anywhere or in anybody, or whether the world will belong to a new race who will resemble apes in all but the innocence of animals.

WAR SCENES FAR AND NEAR: THE EAST; MURMANSK; FRANCE.

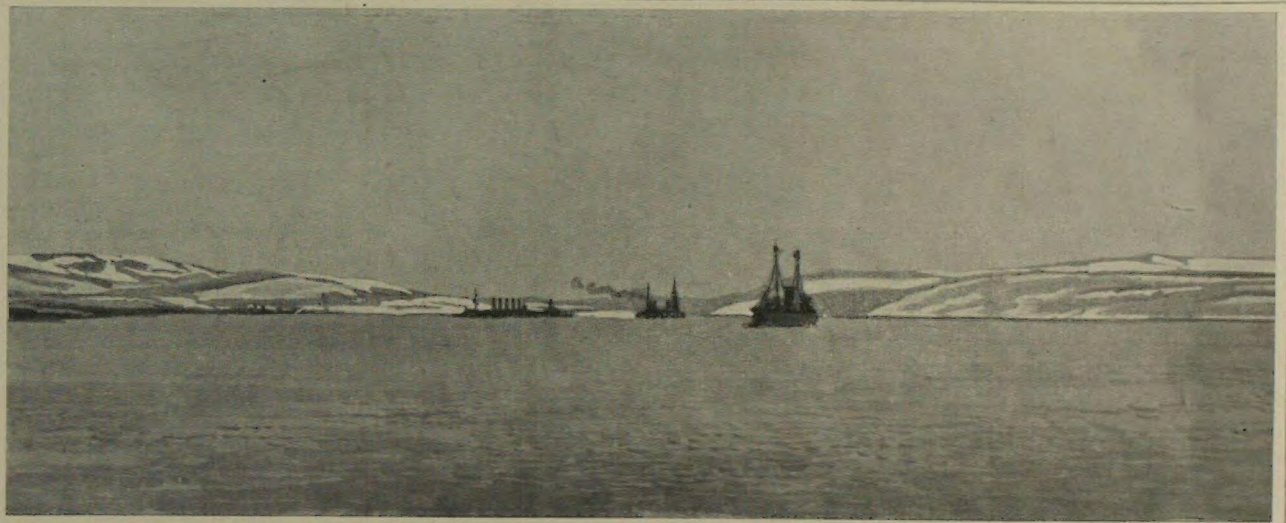
PHOTOGRAPHS—FRENCH AND BRITISH OFFICIAL; MURMANSK BAY BY ROBERT VAUCHER.



A STRIKING CAMOUFLAGE EFFECT: A FRENCH TRANSPORT IN FAR-EASTERN WATERS.



FRENCH TANKS OF THE NEW SMALL TYPE ON THE OISE FRONT: RETURNING AFTER AN ATTACK.



WHERE BRITISH AND AMERICAN TROOPS ARE SAID TO HAVE LANDED AND MARCHED SOUTH TOWARDS PETROGRAD: ALLIED WAR-SHIPS IN MURMANSK BAY.



ANNAMITE MOTOR-DRIVERS IN THE FRENCH ARMY DECORATED: RECIPIENTS OF THE CROIX DE GUERRE.



BRITISH MOTOR MACHINE-GUNNERS ON THE WESTERN FRONT: STARTING OUT FOR THE DAY'S WORK.

It was reported on July 16, via Moscow, that British and American troops had occupied the whole of the Murman coast, and had taken Kem, on the White Sea, nearly half-way to Petrograd, advancing afterwards to Soroka. The Allied commanders, it was said, issued an appeal to the population for help against Germany and Finland, declaring the Murman coast to be Russian territory under Entente protection. The Bolshevik Government was reported to have addressed a Note to Great Britain, demanding the withdrawal of the forces landed, but the local people are said to favour the Allies. In the Bay of Kola, on

the Murman coast, is the new port of Murmansk, constructed by the Allies during the war, and near it the port of Alexandrovsk, built twenty years ago as a naval base. Both ports are connected with Petrograd by the Murman Railway, only completed in 1916, and both ice-free, being washed by the last waves of the Gulf Stream, while Archangel, on the White Sea, is closed by ice for eight months in the year. Hence the importance of the Murman ports for communication with Russia. The Germans have 50,000 men in Finland; some were sent north to seize the Murman ports for use as submarine bases.

THE INDEPENDENT AIR FORCE.

By C. G. GREY, Editor of "The Aeroplane."

THOSE who study the official communiqués will have noticed that of recent date three entirely separate and distinct communiqués are issued concerning the work of the Royal Air Force. The third lot of communiqués is issued by the Air Ministry, and deals entirely with the operations of the Independent Air Force; so that here we have a state of affairs very much like that for which quite a number of people were agitating at the beginning of 1916.

That is to say, the Navy has its own Air Service, to attend to matters which primarily affect the Navy; the Army has its Flying Corps, which attends to purely military matters, such as artillery spotting, reconnaissance, photography, infantry attack, the bombing of back areas inside the "zones of the armies," and air-fighting for the protection of all these other machines from the enemy's fighting machines. The Independent Air Force, therefore, must necessarily do very much what the agitators for an Imperial Air Force, or an Imperial Air Service, advocated over two years ago. That is to say, it attends to strategic bombing outside the zone of the armies, but directed on points which directly affect the strategy of the war as differentiated from tactics.

Strategy has been defined as including the theatre of war, and tactics as concerned with the field of battle. In these days of cannon with a range of some seventy miles, the field of battle is obviously fairly extended to anything which would come under the heading of back areas, and thus the work of the strategic bombers of the Independent Air Force becomes concerned entirely with the theatre of war.

Consequently, the Independent Air Force may be fairly regarded as the beginning of the great aerial striking force which will ultimately do so much to end the war by creating strategic effects outside the field of battle. Instead of merely bombing munition-dumps, it bombs the munition-factories. Instead of bombing the light railways which supply the trenches, it bombs the great railway junctions. Instead of bombing Divisional Headquarters, or even Army Headquarters, it will in due time proceed to bomb the capitals from which orders are issued to Army Headquarters.

In fact, to put it briefly, the aim and object of the Independent Air Force is to get at the root of the matter, and kill the enemy's activities at its roots, and so paralyse the branches springing therefrom,

which are the armies in the field. It is true that a railway smashed by a bomb can be set running again in a matter of twelve hours or less; but if within the following twelve hours that railway is again destroyed, it means that the amount of traffic which can pass over it is considerably diminished.

One may assume that one of the ultimate objects of the Independent Air Force is to bomb Berlin. Not that Berlin in itself is of any vast value in supplying the army in the field, but because it is the nerve-centre of Prussia. It may be of interest to point out that if the Independent Air Force really wanted to bomb Berlin it could do it with existing machines practically any fine day. Writing without any inside knowledge, but merely from acquaintance with the sound common-sense of the people who are running the Independent Air Force, one makes so bold as to say that the only reason why Berlin has not been bombed hitherto is simply that what is worth doing is worth doing well, and that therefore it is more important to bomb the manufacturing towns of the Rhine thoroughly. Berlin is still quite a long way from the frontier, and machines would have to carry much petrol and few bombs.

ENGLISH FOLK-SONG IN AMERICA.

By E. B. OSBORN.

TIME was when English musical critics were lost in wonderment at the various beauty of the German *Lieder*, which, so they would stoutly maintain, had enabled the Germans to become the most musical nation in the world. The war has put an end for ever to all that dreary flunkeyism. Long before Germany cut herself off from civilisation, however, Mr. Cecil Sharp had shown that we secretly possessed a vast store of folk-songs, the accent and idiom of which were vitally English.

It was no easy quest, the search through the quiet green countryside for wild flowers of music despised and trodden down by made-in-Germany composers and critics. The English folk-songs, which Erasmus had found as sweet yet uncloying as the morning kisses of clean-hearted maidens, had taken refuge in the fastnesses of tap-rooms, poor cottages, and outlying hamlets. The best folk-singers were very old people, and sadly afraid of being sneered at. Seldom indeed did a stray echo of this rare heritage of melody, and words to match it, come to the ears of polite townspeople—as in the beautiful, forlorn *Lavender Cry* which I have not yet heard this year in any London street. Had the quest been postponed for another ten years, as little of the

treasure-trove would have survived as there is of the sea's organ music in the mouth of a beer-jug.

Not much remains to be collected in this old and anxious country. We can but glean where Mr. Sharp and his disciples have plied their careful sickles. As for the chief collector, who is now in his sixtieth year, he has just finished working over certain American fields which have furnished forth a golden harvest. In the Appalachians, a mountain region which includes one-third of the area of eight Southern States, he has found hundreds of folk-songs, many of them hitherto unknown, which have been sung there for a century or so. It is a secluded region, inhabited by a cheery, easy-going, well-set-up race who have not to struggle for a livelihood, and are very friendly to strangers, communicative and unsuspicious. They are in many respects more English than the English of to-day; they are what the English peasants were before they ceased to own the land and the land ceased to own them. They are, in fact, survivals—or revivals, say—of the English of the days of an older and easier faith who could say to the Reformer—

Ich care not for this Bible book;
'Tis too big to be true.

You must have met them now and again in parties of American soldiers on their way to the war; and, except that they say "hit" for "it," you could hardly distinguish them from native-born islanders. In the blue-grass county of Kentucky, which lies beyond the mountains, dwells a richer but equally amiable people, and among them, as Mr. Sharp tells me in a pleasant letter, the work of collecting has prospered greatly. Now he is off to Newfoundland, that sea-girt Devon where the old sea-songs and a curious brood of coasting-rhymes will add yet another volume to our library of musical treasure-trove. Beautiful stanzas, such as—

When your heart was mine, true love,
And your head lay on my breast,
You could make me believe by the falling of your arm

That the sun rose up in the west—
are constantly occurring in the Appalachian ditties. Love, the poor man's feast, is the theme of most of them; they are locally called "love-songs," to distinguish them from hymns and other improving stuff. As for the tunes, they are all in the characteristic English idiom, the odours of lavender and meadow-sweet and honeysuckle transmuted into melody. . . . So, you see, America is the other half of Anglo-Saxondom after all.

ADMIRAL VON HINTZE AND HIS MEANING.

By CHARLES LOWE.

THE nomination of Admiral von Hintze (the final "e" in his name being pronounced "ze," forming a syllable by itself) as German Foreign Secretary in succession to Herr von Kühlmann (resigned) is interesting and significant from several points of view.

To begin with, he is the first sailor-man, as far as I can remember, to be appointed to such a high Government post outside the naval sphere. Perhaps the nearest approach to it is to be found in the case of Bismarck's immediate successor, General Count von Caprivi di Caprera di Montecuculi, who, though Commander of the 10th Army Corps when summoned from Hanover to Berlin to step into the shoes of the mighty Irón Chancellor (dismissed), had for several years previously (1883-88) been Chief of the Admiralty, and given a great impetus to the development of the nascent Imperial Navy.

Somewhat resembling Bismarck in look and stature, Caprivi was otherwise a most perfect gentleman, the soul of honour and of chivalry—largely due, no doubt, to the Italian blood in his veins—though the Kaiser was quite unworthy of such a high-minded State-servant, whom he

treated so vilely and ungratefully. His Majesty basely allowed Caprivi, the simple soldier-sailor, to fall a victim to the spirit of intrigue which was so alien to the Count's own pure and noble character. But in Admiral von Hintze his Imperial Majesty has now found a sailor-diplomatist who, like himself, is the very incarnation of the old and wicked mole-like spirit of machination.

But perhaps the most significant—though to the popular understanding much less obvious—aspect of the Admiral's appointment is its bearing on the character of the Kaiser himself. With us in England the War Lord is popularly believed to be a self-willed autocrat or unbenevolent despot, of the type, say, of Nicholas I. or even Nero. But the truth is that, in connection with "les crigines de la guerre," William II. criminally allowed his will to be forced by the military party. In other words, the Kaiser is not a "tyrant," in the old Greek sense, but a mere tool. It is the militarists who appoint his Ministers, and not the monarch himself.

His supersession of von Kühlmann by von Hintze proves it up to the hilt. From the time when, in an unguarded moment, the former

blurted out in the Reichstag his conviction that Germany could no longer hope for a decision by military means *only*, the days of the hapless Foreign Minister were numbered. The Kaiser himself must have known perfectly well—none better—that von Kühlmann was speaking the "true truth," yet he hastened to yield to the clamorous demands of the Pan-Germans, the Militarists, and the Junkers that the obnoxious Minister should be thrown to the lions.

The God's truth is that the Kaiser is not his own master, not the free executor of his own mind and will; and those who fail to realise this central fact are bound to come to the most preposterous conclusions in their interpretation of German policy and events.

The moral of the whole thing is that the Kaiser's Ministers are no longer appointed by himself, but by his military myrmidons. Boasting himself to be at once a "Prince of Peace" and an almighty "War Lord" in "shimmering mail," with a gleaming glaive in one hand and a propitiatory palm-branch in the other, he is nothing but a mere puppet-Emperor—a Kaiser "toom-tabard," like his vain and histrionic father before him.

THE RUSE THAT FAILED: THE ENEMY SEEKING INFORMATION.

DRAWN BY H. W. KOEKKOEK FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



GERMANS MASQUERADING AS BRITISH OFFICERS! QUESTIONING BRITISH INFANTRY ENGAGED IN TRENCH-DIGGING—
BEFORE THE DISCOVERY OF THE TRICK.

While some British infantry were digging a trench between the lines one night, three figures loomed up, and began to ask questions. They were dressed as British officers,

and spoke English perfectly; but they were Germans. When they got a little down our line, one of our officers found them out. They were promptly taken prisoners.

THE WORLD OF FLIGHT

THE SAFETY OF AVIATORS.

By C. G. GREY,
Editor of "The Aeroplane."

PROBABLY few people outside the Royal Air Force and the aircraft industry realise the immense amount of care that is taken by the authorities of the R.A.F. to make flying as safe as possible in every way, and particularly as regards making sure that nothing is likely to go wrong with an aeroplane in the air. In the old happy days when flying was in its absolute infancy, and when nobody had any real knowledge of the strain put upon an aeroplane in the air, everything was done more or less by guess-work. If something broke, it was made stronger next time, and that was about all the engineering science which entered into aeroplane-making, beyond a fairly elementary knowledge of simple girder-work. Looking back on those times, it seems as if aeroplanes were held together chiefly by hoping for the best; and the more one thinks about the machines of the period of 1909 to 1911, the more one marvels how it is that any of us who flew in those days are still alive to tell the tale. In these days aeroplane design has become an exact science, and a really experienced aeroplane designer can tell one by calculation exactly the amount of strain which can possibly be put while flying on any part of a machine.

When the Navy and Army began to take flying seriously, and aeroplane building became a serious business instead of an expensive hobby for a few enthusiasts, naturally the science of aeronautics received considerably more encouragement. The Aeronautical Society, which was founded in 1868—the oldest association of its kind in the world—instead of being regarded as a collection of cranks, gradually came to be considered a learned society analogous to those concerned with other branches of engineering. The seal was set on its status only the other day, when the Secretary of State for the Air Force announced at its annual general meeting that the King had been pleased to permit it to be known in future as the Royal Aeronautical Society, in recognition of the valuable work done by its members in the development of aircraft.

However, for a year or two before the outbreak of war the design of aeroplanes was a matter of calculation, and not altogether pure guess-work. People began then to talk about a strange thing called a "factor of safety." Actually, a factor of safety is fairly simple to understand. Suppose, for example, calculations show that the greatest strain which can be put on a certain wire in an aeroplane is, say, 1000 lb. If the wire used in that place is made strong enough to stand a strain of 5000 lb. without breaking, then that wire is said to have a factor of safety of 5 to 1. That is to say, although it cannot, so far as calculations go, ever be subjected to a pull of more than 1000 lb., the wire is deliberately made five times as strong as is necessary, in order to give something like certainty of safety.

Everything in a modern aeroplane is built on similar lines. The R.A.F. technical authorities insist on a high factor of safety—generally more like 7 to 1, and, in some places or in some materials 10 to 1 or more—so that, if there is a flaw in the material, or a mistake which cannot be seen in the workmanship, there is still enough material left to prevent that particular part from breaking. The factor of safety may vary according to the material, because whereas some materials—such as steel, for example—are of very uniform quality, and so can be relied upon to have the same strength for the same size of stuff, within a very narrow range, other materials—wood in particular—vary greatly in quality, and are subject to internal irregularities which may never be seen from the outside.

Lightness of the whole machine is equally important—otherwise, our flying people would be outclassed by the enemy's aeroplanes and shot

others in the world is the direct outcome of this policy. And this superiority, in turn, makes for increased safety for our aviators.

Besides design and material, there is the question of workmanship to be considered. The material may be perfect, and the design—on paper—may be without fault, but a careless or traitorous workman may endanger the lives of many aviators by bad work. A hole drilled in the wrong place, or a part cut down too small, may well mean the breaking of the machine in the air and the death of the crew. To prevent any possibility of such happenings, a most elaborate system of inspection has been built up. This organisation, which is known as the Aeronautical Inspection Department, was founded a year or two before the war by the late Lieut.-Col. J. D. B. Fulton, C.B.—then a Captain—an officer of the Royal Artillery, who was the first British officer to fly. Under his guidance the A.I.D. did most valuable work, and his death from illness in 1916 was a great blow to military aeronautics. Nevertheless, his good work has been carried on by the present chiefs of this Department, which has now grown to a vast size, as is natural when one considers the magnitude of its task. Every aircraft factory and every place where aircraft material or parts are produced has its A.I.D. staff, inspecting everything turned out for aeroplanes. The most minute screw or bolt, the smallest wooden part, every square foot of linen fabric for the wings and body, practically every pint of glue or varnish, has to be inspected and passed as fit for use before being put into an aeroplane.



THAT IT MAY NOT BE MISTAKEN FOR AN AMMUNITION-DUMP: AN AMERICAN BREAD-STORE "CAMOUFLAGED" AGAINST ENEMY AIRCRAFT.

As the bread arrives on a part of the American front in France and is stacked, it is covered with straw-matting, that the enemy airmen may not see the store and, mistaking it for an ammunition-dump, bomb it. The men are seen receiving bread from a supply-wagon.

Photograph supplied by Topical.

down with ease. That also is a matter of scientific design. Here the aviator is safeguarded by a special department, controlled by some of the most experienced and able aeronautical engineers in the world, who check and criticise the design of every new experimental type of aeroplane before permission is given for it to be built; and who, after the first is produced, check it over again and point out where modifications are necessary. The result is that in these days one hardly ever hears of an experimental machine which is not at least very good; and, as a rule, the new types are a steady improvement on their predecessors.

Under our present Air Minister the old system of designing war-aeroplanes has been reversed. To-day, the experienced aircraft engineering firms are encouraged to produce experimental aeroplanes, and the Air Ministry's Design Department acts as a friendly and helpful critic of their designs; whereas formerly the aircraft firms were chiefly employed in merely manufacturing aeroplanes to official designs. The result has been that many new and fresh brains have been turned on to the problems involved in improving our aeroplanes. The superiority of British aeroplanes over any

Then, as the parts are built up, they are inspected over and over again to make sure that they are being put together properly. Engines are treated in exactly the same way, raw materials, finished parts, assembled units, and complete engines all being inspected as they progress towards the complete aeroplane. The engines have to run on a test-bench to show that they give full power before being put into an aeroplane at all. And, finally, the completed aeroplane is inspected by specially experienced men, to make sure that such things as control-cables, wing-fittings, bracing-wires, and so forth are all properly fixed, so that nothing is likely to come undone while flying.

Despite the greatest care, accidents will happen. One may fall downstairs and break a leg, after fifty years of freedom from accident. But, so far as rules and regulations can assure immunity from accidents in the air, our aviators are protected from all harm. Anxious parents and relatives, and others who are concerned for those who fly, would, at any rate, feel considerably less anxious if they had opportunities of going round a modern aircraft factory and of seeing the very great care which is taken to assure the safety of our aviators.

PHOTOGRAPHED UNDER SEARCHLIGHT-RAYS: A BOMBER.



GETTING READY FOR A NIGHT BOMBING EXPEDITION: GIVING THE FINAL "TUNING-UP" TOUCHES TO A BOMBING 'PLANE
AT A FRENCH AERODROME.

An aeroplane belonging to one of the night bombardment escadrilles, or groups of machines, of the French aviation service is seen in the above photograph, as its final preparations are being effected under the searchlight after dark, previous to starting on a long-distance bombing raid. As seen, the photograph was taken under the rays from a searchlight projector at the aerodrome, one of the hangars at which, looking like an immense tent, is seen open, and the interior partially visible, to the right, alongside the

aeroplane, in the background. It is common knowledge that the largest and most powerfully motored aeroplanes are exclusively used for night bombardments by both ourselves and our Allies, and by the enemy—machines of extra-stout scantling to enable them to support the weight of bombs carried. They are also comparatively slow-moving—compared with "chasers" and fighting and reconnaissance aeroplanes. Bombardments of Cologne, Munich, Frankfort, Essen, are recorded to their credit.

SCIENCE JOTTINGS



JEEKING AT BURGERS TRESPASSING ON THEIR GROUND: STUDENTS OUT OF SCHOOL (18th CENTURY).



UNIVERSITY LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



LEARNING UNDER DIFFICULTIES IN A CLOISTER OF A CATHEDRAL: STUDENTS IN SCHOOL (13th CENTURY).

HIS HIGHNESS THE BABY.

NOT before it was time, the powers that be have turned their attention to the lot of the youngest among us, and Baby Weeks, Maternity Bills, and the like are now upon us in full flood. Such projects would have astonished our ancestors, who seem to have considered children mainly as nuisances which appeared like flies in summer, and were expected to be grateful to their lives' end to the parents who had taken the trouble to bring them into a world where, with relatively few exceptions, they had to get their own living. The reaction from this point of view is, perhaps, one of the many benefits we may in the long run reap from the war.

Much, however, has to be done before the lot of the wage-worker in his infancy can be called a happy one, especially if he be born in a town. In spite of much prattle about eugenics, no attempt has been made—nor probably can in a democratic country be made—to keep his blood pure from foreign admixture; and it is therefore not improbable that, if a native of London, he will inherit some of the diseases or weaknesses which owe their origin to the conditions of life prevailing in foreign ghettos. But, even if he escapes this, the surroundings in which he makes his first appearance in the world are very far from ideal. Lack of housing accommodation, the uncertainty of his parents' occupation, and the tendency to slatternly habits ingrained in the lower class of Englishwomen, all combine to make it probable that the home into which he is born consists of at most two rooms, into which he, his father and mother, and such brothers and sisters as he may chance to have, have to pack. In one of these rooms all the cooking, feeding, and washing of a family of four or five has to be done; and he is lucky if the other is reserved for sleeping. While the sanitary accommodation, such as it is, has to be shared with the other inhabitants of the house, his only playground is, at first, the common staircase, and later on, the street; so that in no circumstances, other than those provided by the Fresh Air Fund, does he ever get a change of air. Is it to be wondered at that he pretty generally falls a victim to the first epidemic that comes along, whether it be a zymotic disease or, as is at present more likely, the "flu"?

In illness as in health, too, his lot is very different from that of his richer contemporaries. Not for him are the tender coddlings of nurse or mother, the dainty diet which almost reconciles him to illness, and the daily visits of the doctor which make him the central point of the conversation of his elders. A few

hours of weary waiting in his mother's arms in the out-patients' room of a hospital, or a hurried visit to or from a "panel" doctor who in the very nature of things can only give two or

THE EFFECT OF AN INCENDIARY SHELL: CIVILIANS SAVING THEIR PROPERTY NEAR THE LINE IN FRANCE.
Official Photograph.

three minutes to his case, and then the feverish tossing on the heap of rags which forms his bed, amid the noise of his brothers and sisters and the ceaseless roar of the streets—no wonder

so different from anything he has hitherto experienced in his short life as to seem like a foretaste of heaven.

But, it may be said, there is one compensation for all this in the increased vitality given to him by a better mode of feeding in his earliest years than the dictates of fashion prescribe for more highly placed children. "Mother's milk makes healthy children" is an adage the truth of which we are beginning to perceive, after our manner, when it is only just not too late; and, as his parents' means forbid the hiring of a wet nurse, this is, as a rule, what he gets. But the increasing employment of women in munition-factories and elsewhere goes to limit the time during which he can enjoy this; and the milk which he can get from the London dairyman, even if it were physiologically "indicated" without the admixture of lime-water or other corrective, is hardly likely to supply its place effectively. After this, he feeds but too often as his parents do; and fried fish, an occasional bit of meat and bacon, with maybe a drop of gin to keep him quiet, and unripe or rotten fruit picked up in the street, form the only change he gets from the bread-and-jam which are the staple of his diet.

Lest it should be said that this picture is of too unrelieved a blackness to be true to nature, let it be noted that the lot of the little countryman is far more wholesome than that of the townsman of the same age. Cottages may often be as crowded and as insanitary as town lodgings, although this is nowadays seldom the fault of the landlord, but the air in which they are set is nearly always fresh and pure, and the distances between it and neighbouring dwellings make constant change of air a necessity. The country child, too, generally gets more of his mother's care than the little townsman; and the bread-and-milk that he consumes is at once more plentiful and purer. Moreover, there are signs that his highness the baby is, like other heirs, at last coming into his own.

The Maternity and Child Welfare Bill may not do all that is expected of it by enthusiasts, and its first effects will probably be to create another army of inspectors crammed with book-learning rather than experience, who will appear to most of their charges to be engaged in the time-honoured practice of teaching their grandmothers to suck eggs. Yet in the result such inspections do good,

and supply data on which alone the State can work. Hence the Bill is to be welcomed as affording hope even for the working-class baby. F. L.

WITH THE GUNNERS GAS-MASKED: MEN OF A MACHINE-GUN CORPS AT DRILL IN FRANCE.
Official Photograph.

that to him even the crowded hospital ward, with its spotless cleanliness, its flowers, and the gentle voices of "sister," nurse, and doctor are

ITALY'S PONTOON ARTILLERY: THE RECAPTURE OF THE PIAVE DELTA.

PHOTOGRAPH NO. 1 SUPPLIED BY ALFIERI; PHOTOGRAPH NO. 2 SUPPLIED BY RECORD PRESS.



THE ITALIAN VICTORY IN THE FLOODED SWAMPS OF THE PIAVE MOUTH: A FIELD-GUN BATTERY ON A PONTOON.



IN ACTION: A BIG ITALIAN NAVAL GUN MOUNTED ON A PONTOON.

Italian pontoon batteries played a notable part in recapturing the Piave delta, a triangle of flooded fenland between the two channels into which the river forks ten miles from its mouth. "The Austrians," writes Mr. G. Ward Price, "had filled these thirty square miles of marshland with strong machine-gun posts . . . and the battle has been a series of isolated rushes and attacks upon these centres of resistance, in which the Italian Bersaglieri and Naval Brigade have shown the greatest gallantry." Describing a visit to a pontoon battery, he says: "Its commander invited me to sleep in his cabin for an

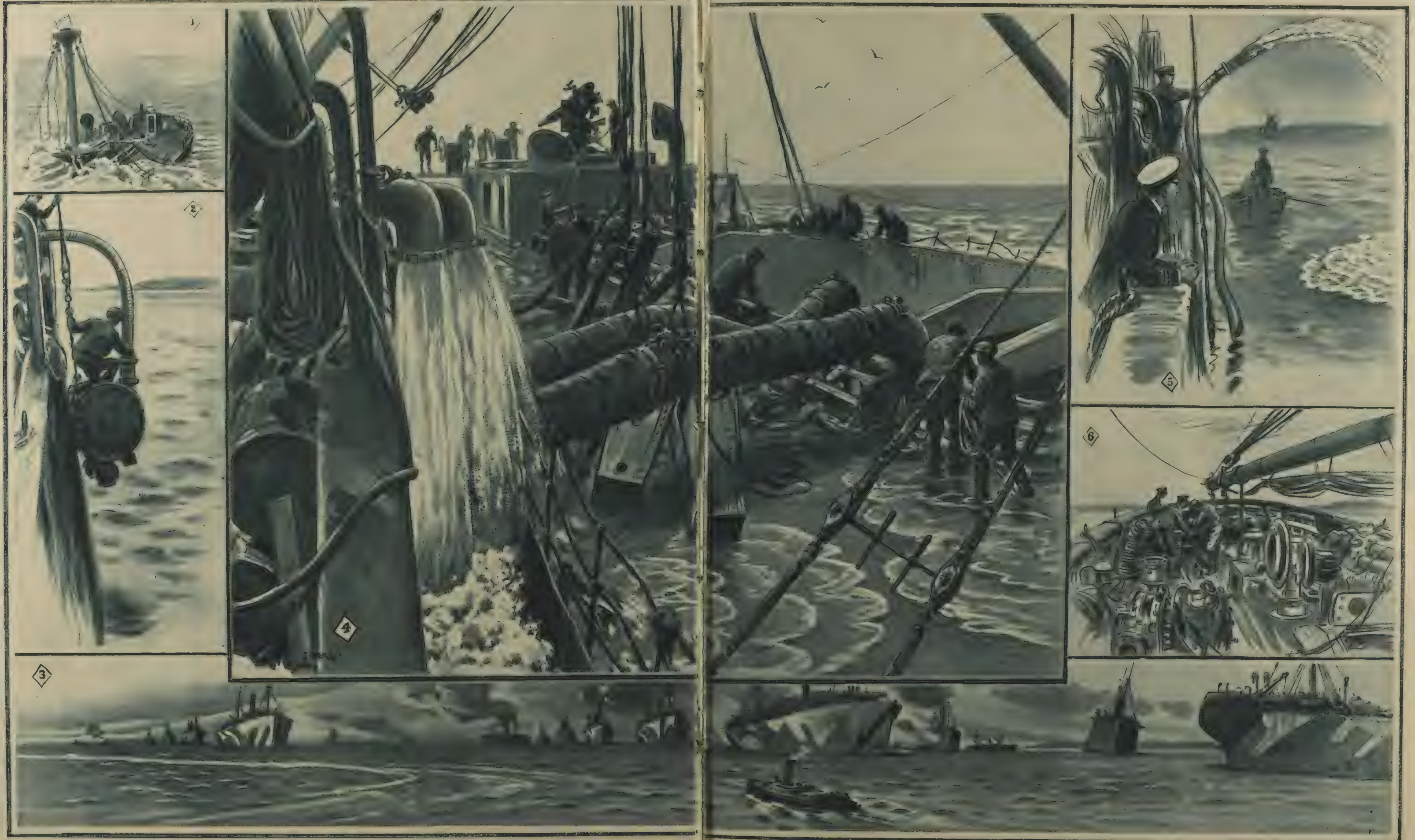
hour or two, but no sooner had I dozed off than one of the guns on deck was fired. The others joined in, and the rest of the night was an inferno of din: 13 guns fired 3000 rounds in 3 hours. I sympathised with the battery commander living in this re-echoing iron coffin. 'Well, it has one great advantage,' he said. 'When the enemy fire obliges you to move, the whole outfit moves at once, and in ten minutes it can be 500 yards away upstream, while the Austrians go on shelling the empty space of water, reeds, and mud.'

UNDOING THE WORK OF U-BOATS: NAVAL SALVAGE

DRAWN BY OUR SPECIAL

OPERATIONS THAT HAVE SAVED OVER 400 SHIPS.

ARTIST, S. BEGG.



1. SUNK IN COLLISION: THE FORE-PART OF A WRECKED STEAMER IN SHALLOW WATER. 2. A NEW BRITISH INVENTION: A SUBMERSIBLE PUMP--THE METHOD OF LOWERING. 3. SOME OF THE 407 RESTORED TO SERVICE UP TO THE END OF MAY: SALVAGED SHIPS.

Only recently has the public been made aware of the splendid work being done by the Salvage Section of the Admiralty, which has already, up to the end of last May, restored to further service no fewer than 407 ships that had been sunk or damaged by German submarines. The work of salvage is arduous and often dangerous, especially on account of the poisonous gases that accumulate in the holds of sunken ships, from rotting cargo and other causes. Divers have to descend into the foul water to adjust the pumps and clear away obstructions. The large central drawing above illustrates the work of pumping from the hold of a ship sunk in shallow water--in this case, the effect of a collision. The water is drawn

4. DRAINING WATER FROM THE HOLD OF A SHIP AGROUND: PUMPING OPERATIONS BY A SALVAGE-SHIP (ON THE LEFT) ALONGSIDE THE WRECK. 5. ANOTHER METHOD OF PUMPING: A SMALL SUBMERSIBLE PUMP IN ACTION. 6. ON BOARD A SALVAGE-SHIP: THE AFTER-DECK.

up through huge pipes connected from the salvage-ship lying alongside (on the left) and thence emptied into the sea. "A most valuable appliance used by the Salvage Section," writes Mr. Hector C. Bywater, in the "Naval and Military Record," "is the submersible motor-pump, a British invention of surpassing merit. It can be brought into play where ordinary pumping plant, owing to its limited lift, would be useless. The submersible pump, being completely enclosed, can be lowered by derrick into a flooded compartment, where it works by electric current supplied from the salvage steamer. . . . This pump has greatly reduced the risk of total loss by under-water explosion or accident."--[Drawings Copyrighted in the United States and Canada.]

PARIS UNPERTURBED BY AIR-RAIDS OR "LONG BERTHA": DAILY WORK AND PLAY CONTINUES WITH COMPLETE *APLOMB*.

DRAWINGS FROM LIFE BY J. SIMONT.

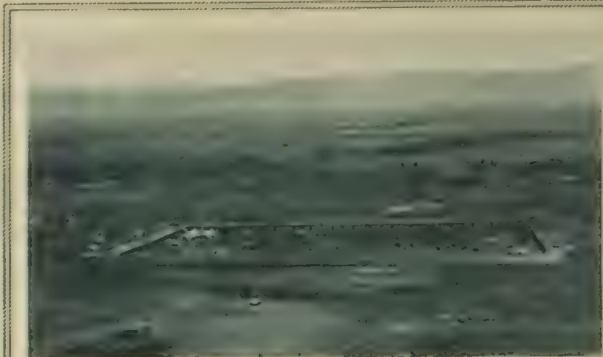


1. IN THE RUE ST. LAZARE: DOING A BRISK TRADE WITH BARROWS OF FRUIT AND VEGETABLES. 2. IN THE QUARTIER DE L'ETOILE: INDUSTRIOUS SEMSTRESSES PLACIDLY AT WORK ON THE SIXTH FLOOR. 3. IN THE PLACE DE LA MADELEINE: A HEAVILY LADEN FLOWER-SELLER "CARRIES ON" AS USUAL. 4. ON THE TERRACE OF THE TUILERIES: A LIGHT-HEARTED TENNIS-PLAYER. 5. TAKING THE PROSPECT OF A RAID QUITE CALMLY: BETWEEN DINNER AND THE *ALERTE*—CONCIERGES AT THE DOOR OF THEIR ESTABLISHMENT. 6. INNOCENCE AND *INSOUCIANCE*: MOTHERS AND BABIES IN THE PARC MONCEAU.

The Germans may have thought to intimidate Paris by their succession of air-raids and the menace of continuous activities on the part of "Long Bertha." If so, their calculations have been completely upset, for the people of Paris have continued to bear themselves in these trying circumstances with a courage and *sangfroid* that are beyond praise. While the authorities have, naturally and wisely, taken all precautions, the ordinary life of the city, whether work or play, has been carried on without interruption. Parisians, like Londoners, have learned to regard air-raids with stoical indifference. One of the Paris Deputies, M. André Lefèvre, who is serving as an Engineer, recently pointed

out that serious results from long-range guns were unlikely, as they were worn out after 80 or 100 shots, and that, if the damage done by the 250 shells already fired on the city is scarcely noticeable, even 1500 (the most the enemy could fire if they had ten such guns) would by no means be able to destroy Paris. As for bombardment by ordinary heavy artillery, he showed that the Germans would first have to win two or three great battles in order to get within 6 or 8 miles of the city and that they themselves did not expect to do this, as the defending troops were too numerous.—[Drawings Copyrighted in the United States and Canada.]

AN INDIAN FRONTIER "REBELLION": THE MARRI CAMPAIGN.



WHERE 3000 MARRIS ATTACKED AN INDIAN CAVALRY AND POLICE POST
AT NIGHT: GUMTAZ FORT.



AFTER A BRITISH ATTACK ON AN ENEMY HILL STRONGHOLD: MARRI
AND KHETRAN PRISONERS.



IN KAHAN, THE MARRI "CAPITAL": A "FRIENDLY"
FORAGER.



AFTER THE DECISIVE BATTLE WON BY BRITISH
TROOPS AND GURKHAS: PRISONERS UNDER ESCORT



AT FORT GUMTAZ, WHERE THE MARRIS ATTACKED
THE GARRISON AT NIGHT: THE OUTER RAMPARTS



A TYPICAL FRONTIER TRIBESMAN: THE KHAN
OF KAHAN'S SON.



A NOTORIOUS RINGLEADER IN THE OUTBREAK AS A PRISONER: SAHIBAN,
A MARRI CHIEF (CENTRE).



ARRANGING THE FINAL TERMS OF PUNISHMENT: THE BRITISH GENERAL
AND THE "POLITICAL" WITH THE MARRI "NAWAR"

Yearly almost, ever since the conquest of the Punjab and Sind brought the British frontier line in the North West of India up against the Afghan borderland, turbulent clans of the tribesmen have given trouble by raiding peaceful districts on the British side, involving punitive expeditions by military columns from frontier garrisons. One of the latest punitive expeditions took place this spring against the Marris and a neighbouring clan, the Khetrans, who took up arms in "rebellion" and made forays into British

territory. On the night of February 10, 3000 tribesmen attacked a British post at Gumtaz, held by Indian troopers and police, and were beaten off with heavy loss. In return, we bombed Kahan, the Marri "capital," by aeroplanes, following this up with an attack by British troops and Gurkhas on the Marri "lashkar," or main army, in April. The fight was decisive. Most of the rebel headmen were killed, and the "rebellion" collapsed, retributive terms in the end being imposed on the two clans.

A SANDY MARCH: EGYPTIAN CAMEL TRANSPORT IN PALESTINE.

OFFICIAL PHOTOGRAPH.



WHERE THE CAMEL TRANSPORT CORPS OF THE ASSYRIAN AND BABYLONIAN INVADERS OF PALESTINE MARCHED CENTURIES AGO:
A BRITISH CAMEL COLUMN IN THE JORDAN VALLEY.

Camel transport in war has, of course, been used from time immemorial in the East. The present Indian Army and the Egyptian Army, under British organisation, have, however, been really the first to use camel transport corps, the cadres of which were created during peace time in readiness for war service. Lord Kitchener may be said to be the "father" of the system, both in India and in Egypt. While Sirdar in Egypt he organised the present-day Egyptian camel transport corps in nucleus form, and the same took place

in India during the Kitchener régime at Simla, a camel transport reserve corps being formed from camel-owners of the Punjab, whose animals were registered and held at military disposal in return for a retaining fee. We are reaping the benefits of forethought both in the Mesopotamian campaign and in Palestine, where, on Turkey's joining in the war, by tapping the camel supplies of the Soudanese tribes, the large camel transport corps now in Palestine came into being by an arranged system of expansion of units.

FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LAURENT WESTON, HOWARD ELLIOTT AND FRANK WALTER HERBERT LANGFIER, NEWTON, HADON, RUSSELL, SWAIN, MAY



2nd LIEUT. B. E. HOSKYNs-ABRAHAM.

R.G.A. Eldest son of Mr. and Mrs. B. Hoskyns-Abraham, of Rubers Law, West Byfield. Died of wounds.



LIEUT. V. F. GORDON.

M.P. K.O. Yorkshire Light Infantry. Son of Mr. and Mrs. Charles Gordon, of Hampstead. Died of wounds.



MAJOR CHARLES E. N. HALFHIDE.

Machine Gun Corps. Son of Mr. A. E. Halfhide, of Bereingh, Worple Road, Wimbledon. Killed in action after three years' service.



LT. WILLIAM LEONARD PRICE DOBBIN, M.C.

Royal Irish Rifles. Son of Major William W. Dobbin. Awarded the Military Cross for bravery. Killed in action.



LIEUT. THOMAS HENRY LIDDON ADDIS, M.C.

Royal Dublin Fusiliers. Recently awarded the Military Cross. Killed in action. Aged 21.



MAJOR THE HON. GEORGE EDWARD BOSCAWEN, D.S.O.

Royal Field Artillery. Second son of Viscount and Viscountess Falmouth. Twice mentioned in despatches.



LIEUT. COL. HUGH A. GRAY.

CHEAPE, D.S.O. Yeomanry, of Carse Gap, Forfar. Eldest son of the late Col. Gray, of "Wellhead," Fife, and of Mrs. Gray, Beattie Maule.



LIEUT.-COL. R. ANYAS PRESTON, M.B., M.C., CROIX DE GUERRE.

R.A.M.C. Son of the late Mr. E. Preston, M.I.C.E., and of Mrs. Preston, St. Marys, Cornwall.



BRIG.-GEN. G. N. BOWES FORSTER.

C.M.G., D.S.O. Third son of Lieut.-Gen. Bowes Lennox Forster, Colonel Commandant R.A. Served with distinction under Lord Kitchener and in S. Africa.



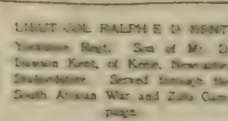
LIEUT.-COL. E. CADMAN.

D.S.O., King's Own R. Lancaster Regt. Son of the late Mr. William Smelter Cadman, of Clifton Hill, York. Twice mentioned in despatches. Killed in action.



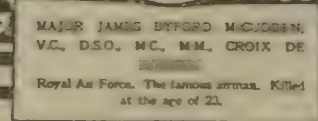
LIEUT.-COL. HERBERT PHILIP GORDON GORDON, D.S.O.

Middlesex Regt. (Temp. Lancs. Regt., Cheshire Regt.) Son of the late Colonel F. Gordon, Hampshire Regiment.



LIEUT.-COL. RALPH E. D. KENT.

Yorkshire Regt. Son of Mr. G. Dawson Kent, of Kettle, Newcastle, Shropshire. Served through the South African War and Zulu Campaign.



MAJOR JAMES BYFORD MACGIBBON.

V.C., D.S.O., M.C., M.M., CROIX DE GUERRE. Royal Air Force. The famous strider. Killed at the age of 21.



LIEUT. NAPIER GUY SMILEY-GREENE.

R. West Kent Regt. (formerly C.F.). Elder son of Lieut.-Col. Smiley-Greene, formerly 19th Hussars.



CAPT. LIONEL T. WILD.

Somerset Light Infantry. Second son of Mr. and Mrs. A. S. Wild, of Addiscombe, Croydon. Formerly in the Surrey Yeomanry.



MAJOR FRANK JOHNSTON.

King's Shropshire L.I. Youngest son of the late Mr. Charles Johnston, and of Mrs. Charles Johnston, Gainsborough Gardens, Hampstead, N.W. Died of wounds.



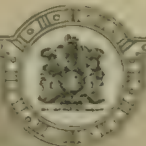
CAPT. FRANK COPELAND WORSTER, M.C.

Worcestershire Regt. Late Scholar and Graduate of Oxford, and Master at St. Paul's School.



CAPT. LLEWELLYN A. EDWARDS.

Royal Warwickshire Regt. Elder son of the Rev. J. J. Edwards, Berrow Vicarage, Tewkesbury.



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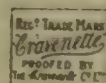


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NEW NOVELS.

"The Pendulum." The heart of youth has attraction for Mrs. Elmor Mordaunt, and she delights in observing its growth and measuring its beats with a minute and passionate attention. Perhaps a critic

Saturday night, when the naphtha flares light up its grey face, and seafarers from all the world jostle the Cockneys and the Jewesses between the busy costers' barrows. For these things, and for her gift of portraiture, we can forgive Mrs. Mordaunt that fervency of hers that stresses unduly pain and emotion, and that lingers—almost gloats—over the dark places of the earth that are the habitations of cruelty.

"Oriental Encounters." Mr. Marmaduke Pickthall has a very

Syrian, and small mercy for the casual Englishman who mistrusts all Orientals and shows his suspicions by a grotesque discourtesy. "Oriental Encounters" (Collins) is a series of sketches—of the Turkish soldier, a faithful rascal; of Suleyman the dragoman, a person of a deep and subtle wit; of Sheykhs and village murderers, holy men, and the outcasts of the wilderness. The general effect is a striking panorama of the Near East, across which defile its typical inhabitants. The sun is hot by day, the caravanserai is crowded, and the

traveller is flea-bitten by night; but over all Suleyman sheds the light of his cynical wisdom, and the profound politenesses of sundry Syrians put to shame the *gaucheries* of ignorant European intruders upon their simple life. Mr. Pickthall calls his book "a comic sketch-book of experience." Comic is a word misused. The drolleries are, it is true, apparent; but not far behind them lies a wealth of understanding, proving that to one Englishman intercourse with Orientals comes with that sympathy which may be seen to smile, but could not be ill-bred enough either to snigger or to guffaw at his idiosyncrasies. There is excellent entertainment in "Oriental Encounters," and it throws not a few intimate sidelights on human nature in East and West.

"The Sheepfold." Once upon a time Mr. Laurence Housman wrote tales of were-wolves, and fairies who lost their wands, and pictures out of which Chinese persons walked in the most engaging way. And he wrote, too, verses of a haunting charm, such as—"Once I shall see thee again, or twice, Ere we part, my friend..." Let no one turn to his story of a Jump-to-Glory Jane with expectations of finding in it even the remote echo of these magical and cherished things. "The Sheepfold" (Duckworth) reminds us instead of the fact that Mr. Housman has illustrated George Meredith's poems. Jane, the shepherdess of souls, had the eyes of a visionary, the mind—in flashes—of genius, and the pure heart that begets understanding. In her rustic youth she was all too quickly initiated into the rough-and-tumble of the game of sex as a ploughboy and a village girl might be expected to play it. Jane was ignorant and innocent, and paid the usual penalty for her enlightenment. It takes a measure of fortitude to struggle through the story of her girlhood—as a small child she is delightful—and arrive at her as the prophetess leader of a Shaker community. Mr. Housman



A DAYLIGHT RECONNAISSANCE. A PARTY OF ROYAL SCOTS CREEPING ALONG A FURROW IN NO MAN'S LAND.—[Special Photograph.]

may deduce from the methods of "The Pendulum" (Cassell) that Mrs. Mordaunt is more interested in—or at least has a larger belief in—the relationship between mother and son than the ecstasies of the lover. Maternal love, a voice behind her written word seems to say, is the static, the permanent tie; the way of a man with a maid is part of the fever of adolescence. Michael Saen was ambitious, a man of the future, a leader of the men that are to be, a chieftain-democrat born of a working woman and the last of a long line of wild Irish squires. He is clever enough, and his story is paramount; but his mother has the first claim on our sympathy. There is something heroic in her homely virtue, in her constancy, and her loyalty to her husband and her brood. The setting of the story is well chosen. Few novelists make such good use of the London of to-day. Here is one of the exceptions. She goes to the distances of Kensington and the river, and the Surrey meadows, throws out a word of Mare Street, Hammersmith, and knows how to handle South London on a



ON THE BRITISH WESTERN FRONT IN FRANCE: A SCENE AT A BIG GUN PARK.—[Special Photograph.]

draws her character with the skill that is to be expected of him. She was a cheerful and heroic soul, who endured the usual misunderstanding of the multitude and died happily without money in her pocket or soles to her shoes.



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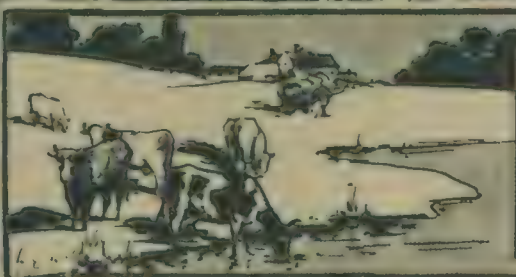
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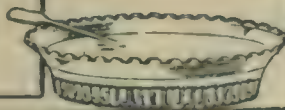
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 Francis & Co.
 London

Mr. Joseph Coyne has a mind of humor particularly and peculiarly his own. Who can forget the theoretically historic sensation of Lily Elia and Joseph Coyne in "The Merry Widow" — for all feet on Great Britain then knew the real rhythm of waltz time.

Since then Joseph Coyne has more than justified his British welcome, for whenever he has appeared, his dry, whimsical humor, his lightness of touch, his irrepressible unconscious "aside" have entertained him as mirth provider in-chief to the metropolis.

But now and then Mr. Joseph Coyne suffers the penalty of artistic concentration in the novel form of occasional headaches or twinges of neuralgia. Yet he willingly admits that a remarkable British specific immediately subdues those conditions, as witness the very sincere letter he has recently addressed to the proprietors of "Daisy" tablets.

"Daisy" Tablets are sold by Boots, Taylor's, and Chemists everywhere at 1/3 per box, or direct (post free) from Daisy, Ltd. (Dept. T13), Leeds.

Shaftesbury Theatre, W.
 Feb. 18th, 1918.

To the "Daisy" Co.
 Dear Sirs,

I have learnt to rely on your "Daisy" Tablets for headaches, for I have found them just the one certain remover I desired.

They are so quick in the action that one forgets headaches ever existed.

If an American admirer of British chemists can add his voice to your congratulations, let me do so.

You have my permission to publish this letter and also my photograph.

Yours sincerely,

Joseph Coyne

**DAISY
 TABLETS**

Cure Headache & Neuralgia.
 TREATISE & SAMPLE FREE.

If you would like to try them without expense, send us your name and address on a postcard, and we will send you FREE a dainty box, along with a very interesting and scientific booklet on the cure of head and nerve pains of all kinds. Write to-day to

DAISY, LTD. (Dept. T13), LEEDS.



YOU CAN GET IT AT
GAMAGES
 IF IT IS TO BE GOT.

THE "SUMMER" TRENCH COAT

(An illustration.)

This coat is made from a specially prepared fabric scientifically treated by a new process. Rainproof to a degree hitherto unattainable, smartly cut and well tailored. Light in weight. Lined same material as outside of coat and interlined oiled fabric. All sizes in stock. Perfect fit guaranteed.

A House which is
 Renowned the world
 over for Quality and
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WOUNDED
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We are always
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 tal to take instruc-
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PRICE **70/-** POST FREE U.K.

Naval & Military Catalogue Post Free.

TERMS—NETT CASH.

R.A.F. Uniforms to
 order. Patterns and
 Prices on request.

HOLBORN, LONDON, E.C.1.

THE PLAYHOUSES.

"THE CHINESE PUZZLE." AT THE NEW.

IT would be rash, perhaps, to say that the latest stage-play which conjoins and contrasts East and West, has the makings of a second "Mr. Wu," though it has as picturesque and almost as strenuously emotional scenes as that effective story. "The Chinese Puzzle" suffers from one grave defect as a drama of situation, in that its heroine consistently acts against common sense, and the sympathies of any audience. Here is a girl who, because she has got a disreputable mother, photographs for Press publication a document, the divulging of which means her lover's disgrace; fails even at marriage to reveal her perfidy; allows him during months to chafe under loss of reputation, and of any future in his chosen career of diplomacy; and then, when there is a chance for confession, lets an innocent Chinese ambassador assume the blame, and so disillusionise her young husband about Orientals, amongst whom his labours are likely to be confined. No matter what superficial charm Miss Ethel Irving may lend the character, and she lends her plenty; no matter how poignantly the actress may depict the girl's well-merited anguish and suspense—and Miss Irving's art is seen at its best—you feel indignant that so heartless a mix should escape her punishment; and you burn under a sense of injustice when the Chinese marquis makes himself out a rogue to repay an old family obligation. All this is not denying that Mr. Leon M. Lion and Miss Marian Bower's puzzle is very ingeniously worked, or that Mr. Lion as actor does not render his grotesque Mandarin, with his roundabout, but witty, apothegms, a

fund of entertainment. Nor is it denying that not only the two players mentioned, but Miss Lilian Braithwaite, Miss Ellen O'Malley, Mr. G. de Warfaz, and others, act with a brilliance that carries off the tale's improbabilities.

"THE PURPLE MASK." AT THE LYRIC.

To be kept agreeably wondering whether it is hero or villain who is confronting you, and not to be sure that

such experiences is given a setting of hussars, gendarmes, and police, and the atmosphere is one of conspiracy against the unseen, but all-potent Napoleon as First Consul. Only the hypercritical are likely to complain that there is too much repetition in the Royalist Armand's exploits of conspiracy; but there is such variety in his changes of personality, such dash and brio and assurance in Mr. Matheson Lang's display of virtuosity, that the average playgoer's feelings will be those of gratitude and delight.



IMPERIAL FURNITURE AT THE GUILDHALL: THEIR MAJESTIES' VISIT ON THEIR SILVER WEDDING DAY.

The beautiful antique French furniture seen in our photograph, so reminiscent in its ornate elegance of the palmy days of the French Empire, was used in the private rooms set apart for King George and Queen Mary upon the occasion of their Majesties' Silver Wedding Day visit to the City on July 6. It may be mentioned that this beautiful furniture was supplied by the well-known house of Harrods, Ltd.

they are not, after all, one and the same person; to watch the most audacious feats accomplished in the oddest disguises, to quiver with excitement while a master of feints and stratagems has to baffle not only his avowed enemies, but also suspicious imbeciles on his own side—surely this is to get romance of the right sort, especially when, as in MM. Armont and Manoussi's story of "The Purple Mask," the series of adventures which provides

able value to all enterprising firms. In this remarkable concern is Mr. Alexander Johnston, J.P., who is recognised north of the Tweed as one of the ablest business men of his time. He would have been an ideal man for the organisation of one of our Government Departments, but the fact that he is less known here than in Scotland is proving to be Scotland's gain—and our loss.

Although high prices for bicycles are the rule rather than the exception in wartime, a record must have been made by a lady's cycle which fetched £64 for the Lord Lieutenant's Fund for Middlesex Prisoners of War. The machine—a "Gamage"—was presented by Mr. W. A. Vincent, of the well-known Holborn firm (A. W. Gamage, Ltd.), and was sold at a fête held in aid of the Lord Lieutenant's Fund, at "The Chase," Winchmore Hill, on July 6.

It will be noted that the North British Rubber Company of Edinburgh—makers of the famous "Clincher" tyre—have been doing wonderful things in equipping lorries with sound workmanlike tyres since the outbreak of war, and have accumulated a fund of experience which will be of incalculable value to all enterprising firms. In this remarkable concern is Mr. Alexander Johnston, J.P., who is recognised north of the Tweed as one of the ablest business men of his time. He would have been an ideal man for the organisation of one of our Government Departments, but the fact that he is less known here than in Scotland is proving to be Scotland's gain—and our loss.

WIVES and WIDOWS

without dependants, can make provision for the later years of life by taking up a deferred Annuity NOW with the Scottish Widows Fund.

A copy of an interesting new booklet "The Future of Women Workers" will be sent free on request.

Scottish Widows Fund. Founded 1815.

The Largest British
Mutual Life Office.

FUNDS: 22 MILLIONS. CLAIMS PAID: 47 MILLIONS.

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U.S.A. NAVAL KIT Burberrys

supply Uniforms, Weatherproofs, and every detail of dress and equipment for Officers of the American Navy at reasonable prices.

BURBERRY KIT

made in special cloths, woven and proofed by Burberrys, provides an effective safeguard against wet or chill without rubber, oiled-silk, or other air-tight agent, and whilst lightweight, is the warmest and most comfortable equipment for facing rough weather.

Officers' Complete
Kits in 2 to 4 Days

Every
Burberry
Garment



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this
Label.

During the War Officers' Service Burberry Weatherproofs Cleaned and Re-proofed FREE OF CHARGE.



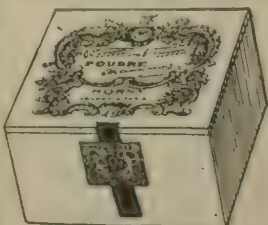
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sent on
Request.

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8 & 10 Boulevard Malesherbes PARIS; Agents throughout the World.

"MORNY" COMPLEXION POWDER

Perfumed with

"CHAMINADE," "JUNE ROSES," or "MYSTÉRIEUSE."



White, Pale Cream, Deep Cream, Rose, Naturelle, Rosy-Tan, Creamy-Naturelle, Brunette, &c.

Perfectly pure and harmless. Imparts an exquisitely natural and delicate bloom to the skin.

The Secret of the "Complexion of Lilies and Roses," and the finishing touch to Beauty's Adornment.

Square Cases, 5/-

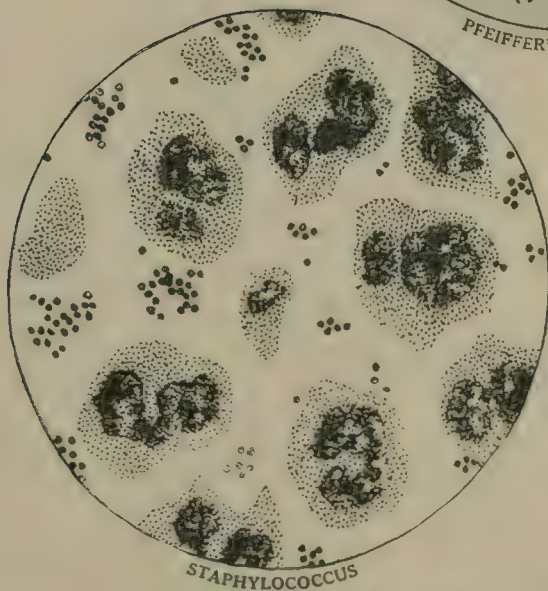
From your usual retailer, or direct (including amount and postage) from—

MORNY FRÈRES Limited,

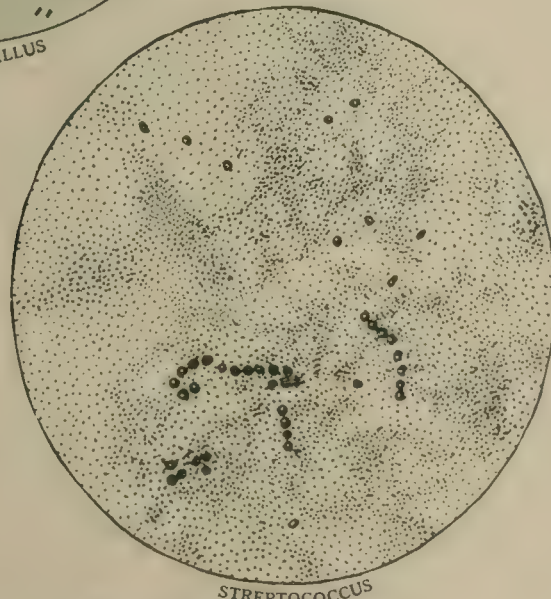
201, REGENT STREET, LONDON, W. 1.



PFEIFFER'S BACILLUS



STAPHYLOCOCCUS



STREPTOCOCCUS

The Influenza Epidemic

ARISING doubtless from various irregularities—dietetic, sanitary, occupational etc.—due more or less directly to the War, a number of mysterious maladies have recently broken out. Here and in other parts of the world an affection of the central nervous system at first suspected of being Botulism, but later nicknamed “*Whatulism*” for want of definite identification, caused a perhaps unnecessary amount of alarm; Spain and (in a lesser degree) Sweden have been laid under a veritable scourge around which for a time all sorts of alarmist rumours circulated.

In connection with this latter epidemic the specific organism of Influenza, the Pfeiffer Bacillus (illustrated above), has been identified; various other grippe-producing organisms (two types of which—Staphylococcus on the left and Streptococcus on the right—are also illustrated) have been observed.

In such circumstances experience bids us beware! Already thousands of cases have been reported in London and elsewhere; before we know it Influenza or La Grippe may be upon us in deadly earnest, and ourselves under the domination of enemies more ruthless and destructive even than the Hun.

The *modus operandi* of these disease germs is as follows. They obtain a lodgment in recesses of the nose, mouth and throat, where they generate their virus and distribute it throughout the system *via* the body's common carrier, the blood.

If you allow it! Nature has evolved an efficient system of defence against these germs. Myriads of tiny corpuscles which travel with your blood-stream are the natural defenders of the central citadel—the nervous system—of your health. They are of two kinds, red and white. The former energise your body to resist infection generally; the latter raid these “Germ-Huns” in their trenches, kill and (whisper it!) devour them bodily.

It rests with you to give these corpuscles a *fair field* whilst they fight your battles for you—it is up to you, in other words, to “keep the ring”. The area of operations is your blood, and if the blood be pure and virile there is not a germ in all bacteriology that has the power to impair your energy, efficiency and general well-being.

The Kruschen Habit is your first line of defence

against the Germ-Hun; it enables Nature to maintain a rich supply of pure and virile blood.

Kruschen Salts is a *natural* aperient and diuretic tonic—not a medicine, but an “aid to nature” in eliminating from the system waste material which poisons and debilitates the blood. The bowel, liver, kidneys, lungs and skin—the body's organs of elimination—all work better and more regularly under the daily reminder of the Kruschen Habit, and with these organs working well and regularly the purity and virility of the blood is ensured.

Get the Kruschen Habit—persevere with it! This is the

secret of immunity from epidemics such as the above—and, too, the indispensable condition precedent to their successful treatment.

Kruschen Salts—all-British for 160 years—may be obtained of all Chemists at 1s. 6d. per bottle, or post free for 2s. in the United Kingdom from E. Griffiths Hughes (Kruschen) Ltd., 68 Deansgate Arcade, Manchester. It is also on sale at all British Expeditionary Force Canteens at 1s. 6d., or will be sent post paid to any member of the B.E.F. abroad at 2s. 6d. for one bottle, 4s. for two bottles, 5s. 6d. for three—prompt despatch guaranteed.

THE CHRONICLE OF THE CAR.

Holding Up
the Motorist.

During the past two or three week-ends the military and civilian police appear to have been exceedingly active in holding up cars on the main exits from London, for the purpose of inspecting petrol licences with a view to ascertaining that the Motor Spirit Restriction Orders are not being evaded. That the authorities are perfectly right in taking all necessary action to check breaches of these Orders cannot be questioned for a moment. There is no manner of doubt that the provisions of the regulations made for the primary purpose of conserving our supplies of motor spirit have been systematically disregarded, particularly by the drivers of cars ostensibly engaged on war service, and, if there is any logic at all in the law as it stands, it most certainly ought to be enforced. One of the first reasons given for the imposition of the manifold restrictions on the use of cars is that it is necessary in the national interest to stop all motoring of the "joy-riding" character. Therefore, it is to reduce pleasure motoring to the absolute minimum that these week-end raids by the police are designed, and, I think we may agree, very properly.

But the action of the authorities is open to criticism in that it does not go far enough. Up to now no check has been imposed on the enormous amount of joy-riding indulged in by people who use the public-service vehicles for their pleasure. I may not, for example, use my car to go to church on Sunday, but I may use taxi-cabs to go to and from the theatre every night of the week. I am not allowed to use my car to go about my lawful occasions on any day of the week, but if I have a fancy to spend my time, say, in Epping Forest I can go there at my ease in a motor-omnibus. On a week-day the company which runs these services will provide me with

a conveyance every twenty minutes; but on Sunday I can take it easier as to time, since, if I miss the one omnibus, I shall have but three minutes to wait for the next. And what hurts is that it is, in the main, the people who make most fuss about the joy-riding of the private motorist who use these services most. I may be wrong, of course, but it seems to me to be neither logical nor fair that the one class of motor-user should be debarred the use of motor spirit for purposes of health and recreation while another has practically free licence. Either restriction is

common with all institutions of its kind, the Association had suffered from a loss of membership during the war, representing an income loss of some £19,000 per annum, it had been able during the past year to increase the reserve fund by over £24,000. This fund had reached such a figure that when the war was over no organisation connected with motoring would possess such a fighting fund ready to set to work in the interests of the motorist. He pointed out that the active work of the Association had been very much curtailed by the virtual cessation of motoring in the ordinary application of the term. Motorists were using their cars for the benefit of the country, and, generally speaking, were doing whatever lay in their power to help the nation in its time of need. Apropos, he read a letter from Sir John Cadman, the chief of the Petroleum Executive, which read—

"Mr. Long would be much obliged if you would, on the occasion of the annual meeting of the A.A., take the opportunity of thanking the motoring community for the sacrifices which they have so willingly made in the national emergency."

Speaking of the fuel question, Mr. Joynson Hicks said that before the war the motorist had been in the hands of a monopoly which had been drawn very much tighter since 1914. The Association intended to encourage the production of benzol and the use of coal-gas, and he further hoped that the Government would continue their present experiments in the production of fuel from coal and the shales, in order that we might, after the war, be more or less independent of that monopoly.

A Rolls-Royce
Appointment.

Messrs. Rolls-Royce, Ltd., notify that the board of directors has appointed Mr. Basil Johnson to be General Manager of the Company.

W. W.



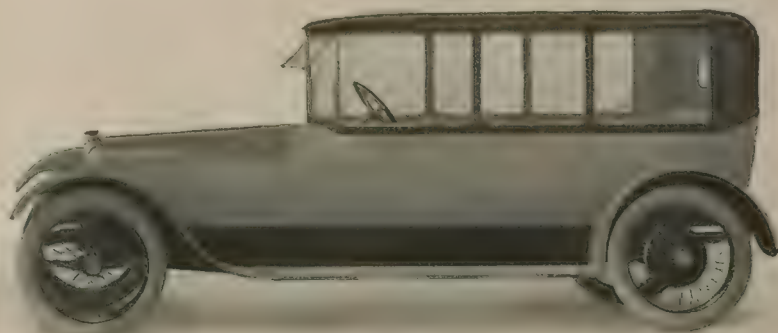
SPRING AND SUMMER IN SHAKESPEARE COUNTRY: A MOTOR TRIP IN STRATFORD-ON-AVON.

Our illustration of a 16-20 h.p. Wolseley car near Stratford-on-Avon is a stimulating reminder to holiday-makers that the delights of Spring are Nature's prelude to the glories of Summer, and that many delightful trips may still be made by motorists, despite the inevitable limitations of war-time.

necessary or it is not. If it is—and I know it is—then let us have equality all round.

The Work
of the A.A.

Speaking at the annual general meeting of the Automobile Association the other day, Mr. Joynson Hicks, M.P., the Chairman, gave an excellent account of the work of the A.A. during the year under review. Although, in



THE VAUXHALL-CHOLMELEY CABRIOLET (INTERIOR DRIVE)

For all kinds of weather. The whole top folds back; the side windows drop; the windscreen can be slanted inwards or folded over on to the bonnet.

Vauxhall
THE CAR SUPEREXCELLENT

Vauxhall
motor carriages

THE Vauxhall car that is to-day part of the nation's war equipment is not wholly the same thing as the Vauxhall motor carriage.

The Vauxhall military cars are intended to take the hard knocks of campaigning. The lines and finish of the body are of a plain kind.

The Vauxhall motor carriages built before the war were highly finished, and expressed artistic ideals; they were among the most expensive of motor carriages, because of the high quality of both chassis and body; and after the war the same class of manufacture will be produced in the Vauxhall works.

The 25 h.p. Vauxhall is considered to be "the finest car on active service." Nothing more convincing can be said about its mechanical superiority. Body-work of the best on a Vauxhall chassis is a combination not to be beaten for refinement of appearance and distinction of performance—the essential features of a motor carriage.

Prospective high-grade car buyers are invited to send for the Vauxhall illustrated war brochure, "Letters from the Front," and particulars of the arrangements for booking orders for after-war delivery.

VAUXHALL MOTORS LIMITED
174-182 Great Portland Street, London, W.1
Admiralty & War Office Contractors



Where Scotland's National Poet wrote some of his most famous poems.
IN THE ARROL-JOHNSTON, COUNTRY, WHERE THE A.-J. CAR IS MADE.

Are you on the Waiting List
for the Post-War A.-J.?

Arrol-Johnston LTD.
DUMFRIES.

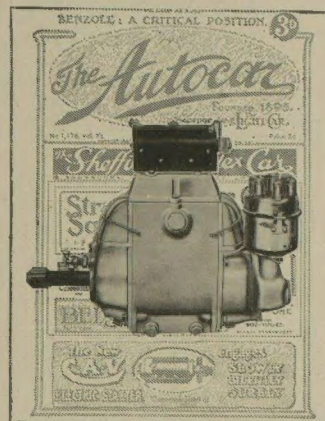
Daimler

FREEDOM.

THE efforts of the Daimler Company in the fight for freedom will make a worthy chapter in motoring history. From the commencement of the war the production of war material in ever-increasing quantities has been its sole aim. Brains and brawn have given of their best without stint. A high standard of loyalty has prevailed.

THE freedom of the world will come, and with it a new sense of the freedom of the open road. Nature will be very sweet in those days, and the smooth and silent Daimler Motor Carriages will be the ideal means of reaching those beautiful places of old association which now seem so far away.

THE DAIMLER COMPANY, Ltd.,
Coventry.



CORRESPONDENCE COLUMN Page 468, May 11.

"I HAVE out here a 1915 four-cylinder Buick, with a Delco single unit electric set The car has been in almost constant use since early in the year of its manufacture, and has never needed any attention to its electrical gear, except the occasional cleaning of terminals, adjustment of contact breaker, and renewal of carbon dynamo brushes. The first of these operations has not been necessary as often as three times a year; the contact breaker and the brushes have not been attended to more than once a year.

"The battery, though it has, through rough usage, lost some capacity, is still capable of

TESTIMONY
IN
The Autocar
(May 11 issue)
TO THE EFFICIENCY OF
BUICK
STANDARD
EQUIPMENT

starting the engine at a temperature of 0° C. . . . I was prejudiced against all kinds of single unit electrical machines before I had this car. But now I will stand up for the efficiency of the Delco product against any of the same date, and against most of those which have been brought out since.

"I very much doubt if my Delco set has cost 15/- in all its life of three years of war work. I exclude, of course, lamp bulbs"

(Signed)

NORMAN F. DE TOURVAL PHILLIPS.

Buick

*Phone.—Gerrard 6606. Tel.—Buickgen, London.
GENERAL MOTORS (Europe), LD.
135 Long Acre, London, W.C. 2.

Overland

The Most Popular
Country Club.

The Overland "Country Club" is at home among people of distinction.

Its low, rakish lines make it an ideal sport car, without sacrificing riding comfort.

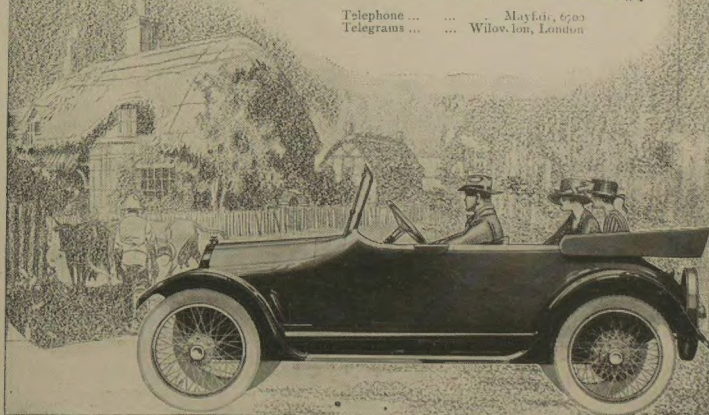
You can drive it almost anywhere. The powerful motor, the large wheels, big tyres and easy riding cantilever rear springs, the high-tension magneto, the electric control buttons, the complete equipment, make it a car in whose performance you will always take pride.

The finish is distinctive, and the price, because of our great production, is astonishingly low. That is why the Overland Country Club is the most popular "Country Club" in the country.

We are booking orders now to insure early delivery after the War.

Willys-Overland, Ltd
151-153 Great Portland Street London, W.

Telephone Mayfair, 6700
Telegrams Wilovlon, London



CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

R MURELL (Artist's Rifles).—We are glad to know that the column has been of interest to you during your convalescence.

J S BROWN (Bournemouth).—Thanks for problems, but such compositions are altogether out of place nowadays.

C C KEEFER.—Your description of the position is by no means clear.

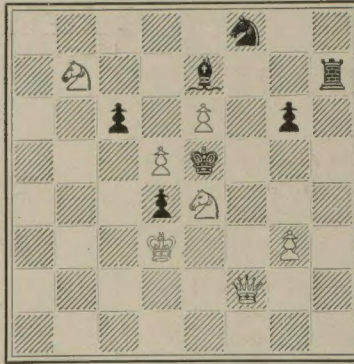
CORRECT SOLUTION OF PROBLEM No. 3785 received from A V Markwell, Volo (Greece); of No. 3788 from J T Palmer, Captain Challinor (Great Yarmouth), and E M Vickers (Wool Dalling); of No. 3785 from J C Gardner (Port Sandfield, Canada) and C W Moore (Amherst, Canada).

CORRECT SOLUTIONS OF PROBLEM No. 3789 received from M E Oskow (Bournemouth), G Sillingfleet Johnson (Cobham), J Richardson (Newhaven), J Dixon, J Fowler, H S Brandreth (Weybridge), J S Forbes (Brighton), J C Stackhouse (Torquay), H Grasett Billwin (Farnham), H M R Jones (Chester), R Murell (Artist's Rifles), W S Salisbury-White (Birstall), F R Gilling (Birmingham), Peabody Wynne Willson (Hereford), F Drakeford (Brampton), F C H (Bridgwater), and P C Allen (Brighton).

SOLUTION OF PROBLEM No. 3788.—By A. M. SPARKE.

WHITE BLACK
1. Q to Kt sq Any move
2. R Kt, or K mate, by discovery.

PROBLEM No. 3790.—By G. STILLINGFLEET-JOHNSON.
BLACK.



WHITE.

White to play, and mate in three moves.

The above problem gained the distinction of Honourable Mention in a tournament of the Pittsburgh Gazette Times.

BOOKS WORTH READING.

The Laws of Chance. F. E. Mill: Young. 6s. net. (The Bodley Head.)
Earthware. Lindsay Russell. 6s. net. (Cassell.)
With the Austrian Army in Galicia. Octavian C. Taslauer. 6s. net. (Sheffington.)
A Son of the Manse. A. T. Sheppard. 5s. net. (Melrose.)
The Hurlingham Case. Florence Warden. 5s. net. (Ward, Lock and Co.)
Boundaries in Europe and the Near East. Colonel Sir Thomas H. Holdich. 8s. 6d. net. (Macmillan.)
Telegraphy, Aeronautics, and the War. Charles Bright. 10s. net. (Constable.)
In Our Street. Peggy Webling. 6s. net. (Hutchinson.)
Evolution Criticised. T. B. Bishop. 3s. 6d. net. (Oliphants.)
The Fire of Green Boughs. Mrs. Victor Rickard. 6s. net. (Duckworth.)
Roumania Yesterday and To-day. Mrs. Will Gordon. 10s. 6d. net. (The Bodley Head.)
Karen. Mrs. Alfred Sidgwick. 6s. net. (Collins.)
Political Education at a Public-School. Victor Gollancz and David Somervell. 3s. 6d. net. (Collins.)

TITLEPAGE AND INDEX.

The Titlepage and Index to Engravings of Volume One Hundred and Fifty-two (from January 5 to June 29, 1918) of THE ILLUSTRATED LONDON NEWS can be had, gratis, through any Newsagent, or direct from the Publishing Office, 172, Strand, London, W.C.2

GLOBEOL

The Ideal Tonic.

Convalescence,
Anaemia,
Nervous
Disorders,



Neurasthenia,
Tuberculosis,
Weakness,
Brain-Fag

Forms
Blood,
Muscles,
and Nerves.

Restores
Vitality,
Increases
Brain-Power.

GLOBEOL is the pick-me-up *par excellence* for sportsmen and athletes. It tones up their system, gives them the necessary vigour, energy and vitality to undergo the strain of arduous physical exertion, while it also helps to overcome the fatigue that inevitably ensues after prolonged effort, either physical or mental.

Price 4/- per bottle. Prepared at Chatain's Laboratories, Paris. Obtainable from all Chemists, or direct, post free, 5/3, from the British and Colonial Agents, HEPPILLS, Pharmacists, 164, Piccadilly, London, W.1, from whom can also be obtained, post free, the full explanatory booklets, "Scientific Remedies" and "Treatise on Diet."

URODONAL

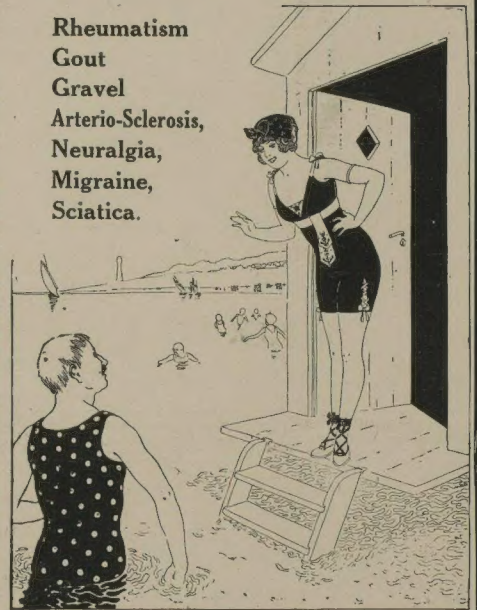
RHEUMATISM
AND SEA AIR

Is it advisable for rheumatic subjects to go to the seaside?

It will perhaps be argued that those who were born at the seaside, or who have lived there the greater part of their life, are specially favoured on account of having become accustomed to the atmosphere, while tourists who only come for a few days, and are therefore strange to it, cannot claim the same privileges. That may be the case, but it still remains to know whether sea air itself is apt to aggravate rheumatic pains.

Precautions must, of course, be taken, and the best way of preventing attacks of rheumatism at the seaside or anywhere else is to neutralise the drawbacks caused by humidity and the risks of over-eating or other imprudences. The only thing to do is, therefore, to combat the over-production of uric acid by dissolving and eliminating it as fast as it is formed. Nothing can be easier than to do this with the help of URODONAL, which "dissolves uric acid as easily as hot water dissolves sugar." This auxiliary and harmless precaution is moreover necessary not only at the seaside, but should be adopted almost anywhere at this time of the year, when change of air, exposure, and outdoor life tend to stir up the blood.

Rheumatism
Gout
Gravel
Arterio-Sclerosis,
Neuralgia,
Migraine,
Sciatica.



"I thought you were forbidden to bathe on account of your Rheumatism?" "Oh, but now I take URODONAL I no longer suffer from Rheumatism."

DR. DAURIAN.

Paris Medical Faculty.

URODONAL, prices 5s. and 12s. Prepared at Chatain's Laboratories, Paris. Can be obtained from all chemists and drug stores, or direct, post free, 5/6 & 12/6, from the British and Colonial Agents, HEPPILLS, Pharmacists and Foreign Chemists, 164, Piccadilly, London, W.1; from whom also can be had, post free, the full explanatory booklets, "Scientific Remedies," and "Treatise on Diet."

Agents in Canada: ROUGIER FRERES, 63, Rue Notre Dame Est, Montreal, Canada.
Agent in U.S.A.: GEO. WALLAU, 2, 4, 6, Cliff Street, New York, U.S.A.
Agent for Australia and New Zealand: BASIL KING, Malcolm Buildings, Malcolm Lane, Sydney (Box G.P.O. 2259).
Sub-Agents for India, Burma and Ceylon: G. ATHERTON and CO., 8, Clive Street, Calcutta.

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Take "FLAPPER" Sardines with you.

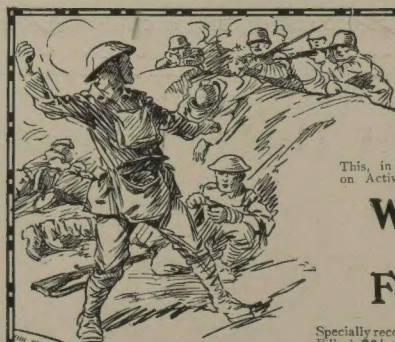
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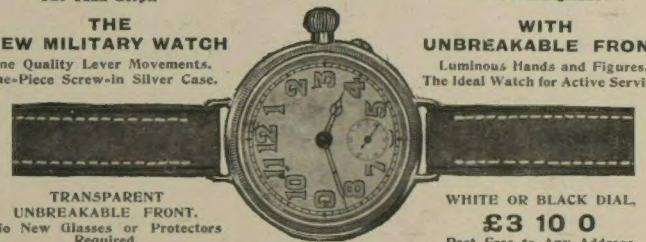
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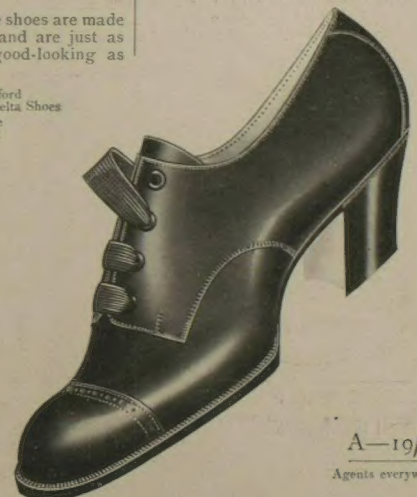
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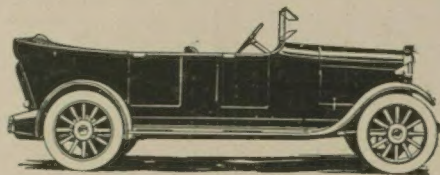
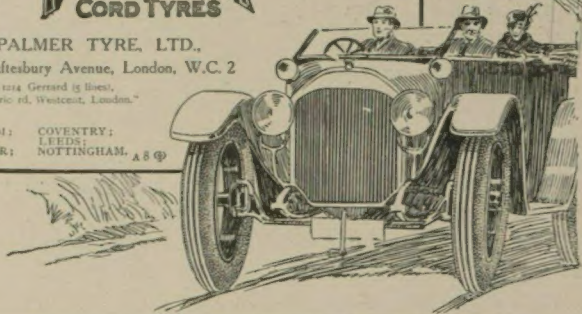
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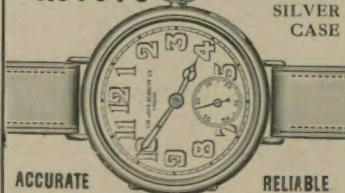
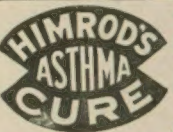
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